Government to appease the Dutch Contractors who ultimately did not undertake dredging despite fulfillment of commitments according to the said "basket" arrangements by Calcutta Port Trust;

(d) whether it is also a fact that Calcutta Port Trust had to take loan from a Dutch Bank for financing the project; if so, the details regarding the amount of loan so far taken, and commitment charges paid so far:

(e) whether it is a fact that Calcutta Port Trust still continues to pay commitment charges interest to the Dutch Bank; and

(f) if so, the details regarding the bank guarantees furnished by the Dutch Contractors to Calcutta Port Trust with amount, terms and the status of encashment of this bank guarantees by Calcutta Port Trust to recover payment made to the Contractor may be mentioned ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Yes, Sir. The Dutch Contractor has been served with an order of termination by Calcutta Port Trust. Regarding termination of Cooperation agreement between DCI and the Dutch Contractor, the Government of India has already taken up the matter with the Dutch Government.

(b) The cost of CSD Aquarius and other equipment is DFL 24.327 million (Rs. 27.08 crores). In addition, DCI had paid custom duty of Rs. 11.30 crore on spare parts and ancillaries transferred along with the Dredger. The dredging schedule has been drawn up till 1996 and she has accomplished dredging assignments at Haldia, Hazira, Cochin, Mormugao, Visakhapatnam since its acquisition in 1991.

(c) The "basket" arrangements were made to explore the possibility for reviving the project and not to appease the Dutch Contractor.

(d) Yes, Sir. CPT took a loan amounting to DFL 82.28,472.07 from NIB, a Dutch Bank for financing the project. The total amount paid including interest and commitment fees is about DFL 19.33 million equivalent to about Rs. 3.32 crores.

(e) No further commitment charges are payable by CPT to the Dutch Bank but the interest charges are required to be paid.

(f) M/s Z. V. submitted three bank guarantees amounting to around Rs. 86 lakhs & DFL 6.96 millions. Out of three, two bank guarantees were unconditional and payable in Indian Rupees. One of these was invoked but stayed by the Dutch Court. The third one was conditional and cannot be invoked.

एक्सप्रेस राजमार्गों का निर्माण

2471. **श्री शंकर दयाल सिंह** : क्या **जल-भूतल परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार आगामी कुछ वर्षों में एक्सप्रेस राजमार्गों का निर्माण किए जाने की योजना पर विचार कर रही है;

(ख) क्या इस उद्देश्य के लिए बाहर के देशों, गैर-सरकारी व्यक्तियों या फर्मों से सहायता मांगी जा रही है; और

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) : (क) से (ग) जी हां। सरकार बी०ओ०टी० (निर्माण प्रचालन-हस्तांतरण) के आधार पर घरेलू और विदेशी, दोनों प्रकार के निवेशों के जरिए, कुछेक परियोजनाओं के बारे में निजी क्षेत्र की भागीदारी पर विचार कर रही है। तथापि, प्रस्तावों के लिए विस्तृत कार्यविधियों की अभी अंतिम रूप दिया जाना है। अतः इस समय इसके विस्तृत ब्यौरों का उल्लेख कर पाना संभव नहीं है।

High Speed Tram Project for Delhi

2472. SHRI V. NARAYANASAMY: Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government have finally approved the High Speed trams for Delhi; if so, the details of the project and the estimated cost thereof;

(b) the details of the funding of the project and by when the actual construction is proposed to commence: and

(c) what steps are proposed to be taken to improve the existing bus service in the capital ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Yes, Sir. In consultation with the Government of National Capital Territory of Delhi it has been decided to provide High Speed Tram System on 9 important corridors of Delhi. These High Speed Trams will operate on elevated tracks. Necessary action has already been initiated to call for proposals from Indian/Foreign Agencies on Build, Operate and Transfer basis.

The cost of construction of HST System in Delhi (1994 prices) is estimated at Rs. 176 million per km.

At this stage no time limit by which the construction will start can be indicated.

(c) The following steps have been taken by the Transport Department of Govt. of

National Capital Territory of Delhi to improve the existing bus service :—

1. Unified Time table for DTC and operation of DTC and private buses in the ratio of 40 : 60;

2. Imparting compulsory training refresher courses/proficiency test for all the drivers of public service buses;

3. All the bus operators have been directed to instal speed governors at a maximum speed of 40 KM per hour and the erring operators are prosecuted for violation of this permit condition;

4. State Transport Authority takes action against the permit holders for violation of permit conditions under section 86 of the Motor Vehicles Act, 1988. So far, 180 permits have been suspended/cancelled on account of involvement of such buses in fatal/non-fatal accidents;

5. Procurement of radars to check over speeding by the buses, prosecution of buses crossing maximum speed limit.

6. The Govt. of Delhi has initiated steps to implement Integrated Multi Model Trams Rapid Transport System for Delhi.

Claims before Motor Accident Claims Tribunal

2473. PROF. VIJAY KUMAR MALHOTRA : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Motor Accident Claims Tribunals in Delhi have not been working for quite sometime;

(b) if so, the reasons therefor and the steps taken to make them function without further delay, if not the reasons therefor;

(c) the number of cases pending in each of these Tribunals and since when and the steps taken to liquidate these cases without delay; and

(d) to which year does the oldest case relate to?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) No Sir.

(b) Does not arise.

(c) The number of cases pending in each Tribunals as on 31st October, 94 are as under :

Sl. No.	Name of Court	Total pending cases
1.	MACT (North Zone) .	3451
2.	MACT (Central Zone)	1883
3.	MACT (West Zone) . .	3762
4.	MACT (New Delhi Zone) .	1741
5.	MACT (South Zone) . .	4582
6.	MACT (East Zone) . .	2257

In order to reduce the pendency of these cases without delay, the Judges of MACT are persuaded during the meetings periodically convened by Commissioner-cum-Secretary (Transport), Government of National Capital Territory of Delhi, to dispose of cases expeditiously.

(d) the oldest case relate to the year 1978.

Declaration of National Highways in Maharashtra

2474. SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government have received any request from the Maharashtra Government to declare the (i) Ratnagiri-Solapur-Nagpur (831 Kms.) and (ii) Coastal Highway (667 Kms.), State Highways, as National Highways;

(b) if so, the details thereof;

(c) whether Central Government had assured to fulfil the demand during the Eighth Five Year Plan; and

(d) if so, what decision has since been taken in the matter?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGADISH TYTLER) : (a) to (d) The Government of Maharashtra have forwarded proposals for certain roads being declared as new National Highways in the 8th Five Year Plan which incidentally cover the roads in question. However, on account of meagre allocation earmarked under the Central Sector Roads Programme in the current Plan, it is difficult to declare new National Highways at present.

ADB's Assistance for Four-laning of National Highway No. 8

2475. SHRIMATI CHANDRIKA ABHINANDAN JAIN :

SHRI ANANTRAY DEVSHANKER DAVE :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Gujarat Government had sent any proposal for Asian Development Bank assistance for the costruction